

**TOPIC**                     ~~XXXXXXXXXX~~ rfield

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DATE OF CONTE

DATE OBTAINED

21 February 1955  
PREPARED \_\_\_\_\_

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## REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

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REMARKS

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Jueterbog airfield between 12 and 20 January 1955:

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12 January. Beginning at 1000, 16 MiG-15s or U-MiG-15s were towed from the western hangars to the eastern end of the runway. Until about 1600, individual flying was practiced. In the beginning, the aircraft took off at intervals of about 15 minutes. The intervals decreased to about 3 minutes toward the end of air activity. In the beginning only one MiG was aloft, later on 2, 3, 4, and, at the end, 5 aircraft were aloft at the same time. Each flight lasted about 25 minutes.

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13 January. Beginning at 1000, 12 MiG-15s or U-MiG-15s were towed from the northern hangars to the eastern end of the runway. There was air activity until about 1500 as on the preceding day. The aircraft flew at very high altitudes.

14 January. No air activity was observed.

15 January. Between 1000 and 1500, there was air activity by 12 MiG-15s or U-MiG-15s from the western hangars. In the beginning two MiGs took off at the same time for flights of about 20 minutes duration at very high altitudes at intervals of 20 minutes. The intervals decreased to 3 minutes during air activity which otherwise remained the same.

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18 January. At 1100, 3 Li-2s landed at intervals of 2 minutes.

another Li-2 were parked in front of the southwestern hangar; the third Li-2 was parked in front of the northwestern hangar.

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Officers disembarked from the three aircraft and subsequently proceeded in the direction of the former air technical school. At about 1600, an Il-28 landed. At 1650, another Il-28 landed. Both aircraft were parked in front of the northwestern hangar. At 1630, the 3 Il-2s took off again and disappeared toward the east in wedge formation. Throughout the day, the personnel stationed at the field practiced at the firing range. The doors of the hangars were closed. There was no air activity by MiGs.

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19 January. There was heavy fog. The doors of the hangars were closed. Only five aircraft were parked as alert flight at the runway. At 0700, 1200 and 1600, the engines of these aircraft were run up for a few minutes. It was not determined whether the engines of all aircraft were run up each time.

20 January. The engine of the MiG-15 or U-MiG-15 was dismantled in front of the northwestern hangar. The engine was hauled to the air technical school by truck. Work was being done on the engines of Il-28 in front of the northwestern hangar, in front of which the other Il-28 was also still parked. 1

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2. Motor vehicles were at the field. Tank truck with a heating installation similar to a tar boiler, which was operated by air force soldiers, was also

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3. At about 1310 on 8 January, there was no air activity at Jueterbog airfield. Eleven MiG-15s or U-MiG-15s were parked on the landing field and 7 or 8 aircraft in front of the hangars. 1

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1. Comment. Jueterbog airfield is still occupied by two fighter regiments. Only instruction flights by the exchanged personnel were made. The landing of ~~Il-2s~~ for personnel transports were repeatedly observed in Jueterbog.

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